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EXTENDING RELIEF TO THE TERRITORY OF HAWAII BY PROVIDING
ADDITIONAL SHIPPING FACILITIES BETWEEN THE TERRITORY OF
HAWAII AND THE MAINLAND

HEARINGS

BEFORE THE

U. S. Congress. House.
" "

COMMITTEE ON THE
MERCHANT MARINE AND FISHERIES

HOUSE OF REPRESENTATIVES

SIXTY-SIXTH CONGRESS

FIRST SESSION

ON

H. J. RES. 128

—
JULY 14, 1919
—

PART 1



WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

SUBCOMMITTEE NO. 2 ON REGISTERS OF THE MERCHANT MARINE
AND FISHERIES.

HOUSE OF REPRESENTATIVES.

FRANK D. SCOTT, Michigan, *Chairman*.

EDWIN D. RICKETTS, Ohio.
CARL R. CHINDBLOM, Illinois.
FRANK CROWTHER, New York.

JOSHUA W. ALEXANDER, Missouri.
EDWARD W. SAUNDERS, Virginia.
WILLIAM B. BANKHEAD, Alabama.

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ADDITIONAL SHIPPING FACILITIES— HAWAII.

SUBCOMMITTEE OF COMMITTEE ON THE
MERCHANT MARINE AND FISHERIES,
HOUSE OF REPRESENTATIVES,
Washington, D. C., Monday, July 14, 1919.

The subcommittee met at 10 o'clock a. m., Hon. Frank D. Scott presiding.

Mr. SCOTT. The first matter before the committee is House Joint Resolution 128, extending relief to the Territory of Hawaii by providing additional shipping facilities between the Territory of Hawaii and the mainland. The resolution reads:

JOINT RESOLUTION Extending relief to the Territory of Hawaii by providing additional shipping facilities between the Territory of Hawaii and the mainland of the United States.

Whereas, due to the removal of many of the American passenger steamers operating between Hawaii and the mainland for war work, the difficulties in securing passage between Hawaii and the mainland were so aggravated that it became necessary to suspend the coastwise laws; and

Whereas, for at least another year, congestion in passenger traffic is bound to occur: Therefore be it

Resolved, etc., That the suspension of the coastwise shipping laws, as applied to passenger traffic, remain in force until sufficient American steamers are provided to accommodate and facilitate unrestricted passenger traffic between the Territory of Hawaii and the mainland of the United States.

SEC. 2. That this suspension of the coastwise shipping laws between Hawaii and the mainland shall remain in force until the President of the United States shall in his judgment deem a further suspension unnecessary: *Provided, however,* That whenever the President shall by Executive order terminate the suspension of the coastwise laws as to passenger traffic between Hawaii and the mainland of the United States, then and thereafter collectors of the ports of the United States, including Hawaii, are hereby authorized and directed to issue trip permits for passenger travel upon vessels of foreign registry between Hawaii and the mainland of the United States upon payment of a sum equal to 30 per cent of the cost of the steamer ticket for such voyage; the cash payments for such permits to be covered into the Treasury of the United States as ordinary customhouse revenues.

Mr. Kalaniana'ole is present and desires to make a statement. We will be glad to hear your statement, Prince.

STATEMENTS OF HON. J. KUHIO KALANIANA'OLE, DELEGATE IN CONGRESS FROM THE TERRITORY OF HAWAII, AND MR. B. G. RIVENBURGH, SECRETARY TO THE DELEGATE.

Mr. KALANIANA'OLE. First I would like to know what Congress is going to do with reference to the repeal of the war-time suspension of the coastwise-shipping laws. If they are to take action right away, I would be in favor of having Hawaii exempted in that bill including the provisions now under consideration in my resolution.

Mr. SCOTT. You would be in favor?

Mr. KALANIANA'OLE. Yes.

Mr. SCOTT. I will say to you if the subcommittee or if the general committee agrees with a number of the members of the committee, myself included, that the amendment to the coastwise law will be

repealed in the very near future. I see no reason for its being continued in force. The war is over, and now our coastwise trade is being enjoyed by foreign ships, which contribute nothing to the United States, and, with the possible exception of the Hawaiian Islands, I can not find anyone nor can I find any reason why the war provision amending the coastwise laws should not be repealed at once. But I think the committee would be interested, Prince, in hearing a statement from you as to the conditions of the Hawaiian Islands at the present time.

Mr. KALANIANA'OLE. I will ask Mr. Rivenburgh to read you some figures received from Mr. Scott, representative in San Francisco of the Hawaiian Promotion Committee, in re passenger accommodations.

Mr. RIVENBURGH. There were 700 actual bookings in San Francisco for Hawaii between January 1 and June 30, 1919, who were unable to secure passage. I have a telegram here that says there were several hundred more who did not take the trouble to book, who were desirous of going, but knowing they could not secure accommodations they did not book. The steamships hauled for the first six months of this year 1,721 passengers; the so-called foreign bottoms hauled about 500 of those.

Mr. KALANIANA'OLE. During the course of the war the Government found it necessary to commandeer for its use all of the passenger steamers then serving the Hawaiian Islands' travel, and in order to make it possible for the people of Hawaii to have even a limited amount of steamer service it became necessary to make a war-time suspension of the coastwise laws so far as they affected passenger travel, and the President is empowered to permit that exception to stand for 120 days following the declaration of peace. During the same period four of the largest passenger steamers formerly serving the passenger traffic between Hawaii and the Pacific coast and belonging to the Pacific Mail Co. have been transferred to a foreign flag, and the other steamers running to the Pacific coast had to sell out, presumably, because they could not compete against the Japanese.

Mr. ALEXANDER. That is a joke, that part of it.

Mr. KALANIANA'OLE. Anyhow we are losing, because some of them are sailing now under a foreign flag, and they will not be available for travel after the present temporary suspension terminates.

Under the present abnormal conditions of shipbuilding, it is not believed that sufficient American tonnage can be provided to take care of the normal and proper volume of passenger travel between Hawaii and the Pacific Coast at the time the present coastwise suspension will be terminated. For this reason the Chamber of Commerce of Honolulu has adopted a resolution asking a further suspension of the coastwise law for passenger travel to Hawaii.

I might say that that portion of the resolution of the chamber of commerce is embodied in the resolution under consideration.

The substance of the position of the Chamber of Commerce of Honolulu is that in view of the fact that the United States has had to commandeer and retain the passenger ships formerly serving the Hawaiian Islands and because of the permanent transfer of other American ships to foreign flags, the suspension of the coastwise laws applying to passenger traffic between the Territory of Hawaii and the mainland of the United States should remain in force until in the discretion of the President of the United States, sufficient Amer-

ican steamers are provided to accommodate and facilitate unrestricted passenger traffic between the Territory of Hawaii and the mainland of the United States.

To illustrate the great shortage of passenger-carrying capacity to Hawaii and the deprivation of travel privilege which our Territory has had to face, I cite the fact that whereas in 1916 our passenger carryings amounted to 12,811, they fell in 1918 to 4,773, and to 1,700 for the first six months of 1919.

The steamers which were commandeered by the Government alone had averaged weekly carryings to and from Hawaii of over 300 passengers.

In place of these steamers the amount of space that was given to Hawaii on the through steamers of the Pacific Mail and the T. K. K., or Japanese line, made average total weekly carryings during 1918 from San Francisco to Hawaii of only 46 passengers, and from Hawaii to San Francisco of only 36 passengers. The above figures show that even when there is a legal privilege of travel in the foreign through steamers which make Honolulu a port of call, the actual amount of space available on such boats is always limited because those steamers cater to the through trade and will only assign to Hawaiian travel whatever remnants of space they may have left on a given sailing.

It is, however, very important to Hawaii that we be permitted under proper conditions to make use of what reserve space there may be on the through ships.

I wish, however, to make it very clear to all members of the committee that Hawaii is a thorough and consistent believer in the protection policy and principle. Therefore, while it will apparently be necessary to make a further extension of the privilege of passenger traffic to Hawaii on foreign ships, we ourselves suggest that after the expiration of the present emergency and as a permanent policy, a charge should be made which would be in the nature of a protective tariff of, say, 30 per cent against the travel on all foreign vessels and in favor of American ships.

I respectfully call the attention of the Committee to the fact that the physical and geographical conditions attaching to travel to and from Hawaii are different from those of any other ports of the mainland or of any other insular possessions; consequently, the creating of such an exception to travel to Hawaii should not only be recognized as action which is absolutely necessary to provide sufficient travel facilities, but also that it can not be cited or properly used as a precedent to ask for similar exceptions on other routes of coastwise travel, nor could it be properly used to break down the well established principle of limiting our coastwise business to American ships.

The foregoing facts and figures were furnished me by the president of the Honolulu Chamber of Commerce.

Mr. SCOTT. How many American ships at present are serving the Hawaiian Islands?

Mr. KALANIANA'OLE. We have three small boats, that the Matson Steamship Co. is running to Honolulu, with a combined passenger capacity of 211.

Mr. SCOTT. They are through steamers are they not?

Mr. KALANIANA'OLE. No local boats.

Mr. ALEXANDER. They run from San Francisco to Honolulu?

Mr. KALANIANA'OLE. They run from San Francisco to Honolulu, yes.

Mr. ALEXANDER. What vessels are those?

Mr. KALANIANA'OLE. The Matson boats.

Mr. ALEXANDER. What are the names of the boats?

Mr. KALANIANA'OLE. The *Manoa*, *Lurline*, and *Sacham*.

Mr. ALEXANDER. How many did they have in that service when the war began?

Mr. KALANIANA'OLE. Besides those mentioned above they had three passenger boats, *Mani*, *Matsonia*, and *Wilhelmina*, very large boats.

Mr. ALEXANDER. And in addition to those, for a time the Northern Pacific and Great Northern were operating ships.

Mr. KALANIANA'OLE. But they only ran for a certain period of the year, but these boats are regular boats.

Mr. ALEXANDER. Have you ever talked to Capt. Matson to ascertain when the other three boats will be returned to that trade?

Mr. KALANIANA'OLE. We do not know when those boats will be returned to their regular runs. The Army has them, and we do not know when they will be released.

Mr. ALEXANDER. They are still being used as transports?

Mr. KALANIANA'OLE. They are still being used as transports.

Mr. SCOTT. And it will require some time to fix them up, even after they get out of the transport service?

Mr. KALANIANA'OLE. It will take six or eight months I believe.

Mr. GREENE. The representative of the Matson Steamship Co. wishes to be heard.

Mr. SCOTT. Has he talked to you about it?

Mr. GREENE. He met me the other day.

Mr. SCOTT. What did he say about it?

Mr. GREENE. He did not talk to me about it; he merely said he desired to be heard.

Mr. KALANIANA'OLE. The agents of those steamers are in favor of this bill.

Mr. SCOTT. The Matson people are in favor of this bill?

Mr. KALANIANA'OLE. The Matson people are in favor of this bill as far as I know.

Mr. SCOTT. We would be very glad to hear them, but I think if it is surplusage——

Mr. ALEXANDER. I think it is a very important question and ought to be thoroughly considered.

Mr. CHINDBLOM. There is no question about those boats going back to the service?

Mr. KALANIANA'OLE. Even if they do, I do not think that sufficient American tonnage can be provided to take care of the normal and proper volume of passenger travel between Hawaii and the Pacific coast.

Mr. ALEXANDER. I was told when we were in the Hawaiian Islands in 1915, a congressional party, that the chamber of commerce by a vote of 500 to 1 had voted in favor of excluding the Hawaiian Islands from the coastwise trade. I was told that in Honolulu.

Mr. KALANIANA'OLE. I do not know anything about that.

Mr. ALEXANDER. They said it was for the reason of having had difficulty to get freight and passenger steamers in that trade.

Mr. SCOTT. I notice in your resolution you provide for a 30 per cent penalty.

Mr. KALANIANA'OLE. Not exactly a penalty. As I have said before, I believe in the protection idea, and inserted the 30 per cent in excess of the regular fare as a protective measure. It is not because the foreign boats are better than the local or American boats, but we want the way open in case of necessity, urgent business, sickness, or the like. Formerly, anyone traveling on a foreign boat from the Hawaiian Islands had to pay a fine of \$200.

Mr. ALEXANDER. That is the law now?

Mr. KALANIANA'OLE. Yes; I say we had to do that. And under this, according to the statement of the president of the chamber of commerce, he shows what is left for us. These boats never book any Hawaiian people to or from Hawaii; the preference always goes to those who go through and we have to take what is left.

Mr. SCOTT. At the present time are you paying any penalty on foreign ships?

Mr. KALANIANA'OLE. No; we can travel on foreign ships.

Mr. SCOTT. In peace times, what is the difference in price in transportation from the Hawaiian Islands to the mainland on foreign ships as compared to American ships?

Mr. KALANIANA'OLE. There is no difference at all.

Mr. ALEXANDER. Foreign ships could not carry passengers from Hawaii to San Francisco, or from Honolulu to San Francisco unless they were penalized \$200. In other words if a party in Hawaii wanted to come to San Francisco and came on a Japanese ship they paid a penalty of \$200 for it. And that was true of passengers from San Francisco to Honolulu. But at that time the four vessels the prince referred to, the *Manchuria*, the *Mongolia*, the *Siberia*, and *Korea*, belonged to the Pacific Mail Steamship Co. and they were through ships from San Francisco to China and Japan, and they were under the American flag, and they could carry passengers between the Pacific coast and the Hawaiian Islands. They have since passed under the Japanese flag. Capt. Matson has made a very great effort during the recent years, to supply an adequate steamship service between the Pacific coast and the Hawaiian Islands; but the war came on and his ships were taken over by the Government for transports.

Mr. KALANIANA'OLE. I give a great deal of credit to the Matson Co.

Mr. ALEXANDER. They are building up a fine line and are trying to meet that condition.

Mr. SCOTT. Unless there is something else the committee desires to ask, I have a number of letters from various people that I would like to insert in the hearings, as corroborating what the Delegate from Hawaii has said.

Mr. CROWTHER. Is there any repeal that would take the place of this new legislation?

Mr. SCOTT. There are only two ways the matter could be covered. First, by the adoption of this resolution, or, second, by the repeal of the coastwise war legislation with an amendment in so far as the Hawaiian Islands are concerned.

Mr. CROWTHER. You mean as regards the charge on foreign ships?

Mr. SCOTT. Yes.

(The hearing was thereupon adjourned until further notice of the chairman.)

